

Honolulu High-Capacity Transit Corridor Project

Project Proposed for Entry into Preliminary Engineering

Background

On December 22, 2006 the Honolulu City Council selected a fixed-guideway alternative from Kapolei to the University of Hawai'i at Mānoa and Waikīkī as the Locally Preferred Alternative (LPA) for the Honolulu High-Capacity Transit Corridor Project. The City Ordinance defining the LPA identified a specific alignment for the majority of the corridor but left options open in two locations. At the western end of the corridor the LPA selection identified two alignments (described in the Alternatives Analysis Report as Section I – Saratoga Avenue/North-South Road and Kamokila Boulevard), with the notation “as determined by the city administration before or during preliminary engineering.” In the center of the corridor the LPA selection also identified two alignments (described in the Alternatives Analysis Report as Section III – Salt Lake Boulevard and Aolele Street), with the notation “as determined by the city administration before or during preliminary engineering.”

The LPA selection was made with recognition of the fact that currently identified revenue sources, including revenues from the 0.5 percent General Excise Tax surcharge in place from January 1, 2007 through December 31, 2022, and a reasonable expectation of funds available from Section 5309 New Starts, would not be sufficient to fund the capital cost of the project. Thus a financially feasible first project, or Minimum Operable Segment, needed to be chosen. The City Council, on February 27, 2007, selected East Kapolei to Ala Moana Center, via Salt Lake Boulevard as the first project to be implemented.

This first project, East Kapolei to Ala Moana Center, via Salt Lake Boulevard, is the City's proposed “New Start” project; the project seeking entry into preliminary engineering.

Following selection of the first project, the city administration began discussions with FTA concerning alternatives to be included in the NEPA EIS. These discussions resulted in the decision that the EIS should examine both the New Start project, East Kapolei to Ala Moana Center, via Salt Lake Boulevard, and anticipated future extensions. Thus the EIS alternatives include, in addition to the New Start project alignment, alignment extensions from Kapolei to East Kapolei via Saratoga Avenue and North-South Road; past Honolulu International Airport via Aolele Street; and from Ala Moana Center to the University of Hawai'i at Mānoa and to Waikīkī.

The following table shows the various alignments and design alternatives by section described in the *Final Capital Costing Memorandum* and identifies which are included in the LPA, in the alternatives to be studied in the EIS and in the New Start project. The LPA includes one alignment section, Kamokila Boulevard/Farrington Highway in Section I, which is not being carried further, in the EIS or as an anticipated future extension of the New Start project. As noted on the table, the New Start project includes only a portion of the Saratoga Avenue/North-South Road alignment in Section I and only a portion of the Nimitz Highway/Halekauwila Street/Kapi'olani Boulevard alignment in Section V. Attached are two tables which show the section-by-section costs of the East Kapolei to Ala Moana Center project, including the partial portions of Sections I and V and the relevant systemwide costs in Section VI. The first table shows costs in 2006 dollars, consistent with the *Final Capital Costing Memorandum*; the section

table shows cost updated to 2007 dollars. Also included, in 2007 dollars, are the “Main” and “Inflation” worksheets from the SCC workbook.

Also, please note that two alternate design options are under consideration for the Saratoga Avenue/North-South Road alignment of Section I. One, designated as Alt 5 below, includes both aerial structure and at-grade guideway; the other, designated as Alt 6 below, includes only aerial structure, resulting in a fully exclusive right-of-way for the full length of the corridor. The attached cost tables include the option with both aerial and at-grade guideway. An alternate cost estimate for the New Start project, assuming a fully exclusive right-of-way, is under preparation.

Section	Alignments Being Considered	Alternatives	LPA	EIS	New Start Project
I. Kapolei to Ft Weaver Road	Kamokila Blvd / Farrington Hwy	Alt 1	yes	no	no
		Alt 2			
	Kapolei Pkwy / North-South Rd	Alt 3			
		Alt 4			
	Saratoga Ave / North-South Rd	Alt 5	yes	yes	partial
		Alt 6	alternate	alternate	alternate
	Geiger Rd / Ft Weaver Rd	Alt 7			
		Alt 8			
II. Ft Waever Rr to Aloha Stadium	Farrington Hwy / Kamehameha Hwy	Alt 1	yes	yes	yes
III. Aloha Stadium to Middle Street	Salt Lake Blvd	Alt 1			
		Alt 2	yes	yes	yes
	Mauka of the Airport Viaduct	Alt 3			
		Alt 4			
	Makai of the Airport Viaduct	Alt 5			
		Alt 6	yes	yes	no
IV. Middle Street to Iwilei	North King Street	Alt 1			
		Alt 2			
	Dillingham Blvd	Alt 3	yes	yes	yes
V. Middle Street to Iwilei	Beretania St / South King Street	Alt 9			
		Alt 10			
	Hotel Street / Kawaiaha'o St / Kapi'olani Blvd	Alt 1			
		Alt 2			
	King St Tunnel / Waimanu St / Kapi'olani Blvd	Alt 4			
		Alt 5			
	Nimitz Hwy / Queen St / Kapi'olani Blvd	Alt 5			
		Alt 6			
	Nimitz Hwy / Halekauwila St / Kapi'olani Blvd	Alt 7			
		Alt 8	yes	yes	partial
	Waikīkī Branch	Alt 11	yes	yes	no